

U. S. Detail Sails To Bring Back Soldier Dead

Bodies of Americans Buried in England and Ireland Will Be the First To Be Shipped Home

Transports Ready for Task

Orders Soon Expected to Disinter Bodies in Cemeteries in France

An army detachment of eighty officers and men sailed from New York yesterday on board the transport Princess Matoicka to supervise the disintering and shipment home of the bodies of the A. E. F. soldiers and U. S. sailors buried in the British Isles and in rear areas in France. The French government has not given its consent to the removal of the bodies of American soldiers killed in battle and buried near the front lines.

The detail will give its first attention to the bodies interred in England and Ireland. Until this announcement it had not been generally known that hundreds of United States soldiers had died in the United Kingdom. Most of them died in British hospitals from wounds received in France. Others were taken ill while on leave in England. Some of the bodies are those of soldiers and sailors washed ashore after marine disasters.

It was learned yesterday, following the departure of the Princess Matoicka, that the Army Transportation Service, with headquarters at 45 Broadway and headed by Lieutenant Colonel W. H. Carpenter, has made arrangements for the return of the bodies to America, contingent only upon Congressional appropriations to cover the expense.

Transports Obtained
Favorable provision by Congress is regarded by army officers as so certain that they are proceeding on the very basis that the actual transfer of the bodies soon will be under way.

"We have enough transports for the task," Lieutenant Colonel Carpenter said, "and there will be no delay when the word is passed."

Exhumation of the bodies in Great Britain and Ireland and their preparation for shipment home will entail much correspondence and other detail work. Every one will have to be identified and the home address of the dead soldier's relatives verified before it is put aboard ship. This is expected to take several months.

The detail, probably reinforced by the time its work in the United Kingdom is finished, will then go to France. If then, it is possible, the French government may have opened the way for the disintering of all American soldiers dead.

Official Notification Lacking

Lieutenant Colonel Carpenter said he had as yet received no notification of the contemplated disintering of any of the bodies in France, but verified the intention of the United States to bring home the body of each soldier, sailor and marine in England, Scotland, Ireland and Wales.

Another army officer, however, let it be known that no doubt is entertained in the transportation service that orders to disinter the dead in France will be received in a short time.

Commercial National and Union Trust Merger Near

ALBANY, Dec. 16.—The merger of the National Commercial Bank and the Union Trust Company of this city as indicated to-day when the executive committee of the latter institution voted to recommend to the stockholders acceptance of the consolidation offer.

The National Commercial Bank, of which Charles H. Sabin, of New York, was formerly president, is capitalized at \$1,000,000 and the Union Trust Company at \$250,000.

Maynard Denies Accusing His Co-Fliers of Inebriety

Charges the Anti-Saloon League Garbled His Statement and He "Regrets False Impression" Casting Reflections on the Men Who Gave Lives

The American Flying Club, 11 East Thirty-eighth Street, made public last night the following statement from Lieutenant Helvin W. Maynard:

"I feel it is due to the memory of the wonderful men who gave their lives in the cause of aviation development in the recent transcontinental air race to clear up the horrible and miserable impression that has gotten about through the juggling of my statement to the Anti-Saloon League with respect to the effect of intoxicating liquor on fliers generally.

"My statement was made in good faith to the Anti-Saloon League at their earnest solicitation, and they, robbing it of its opening paragraph and giving it the misleading caption, 'Booze Knocked Out Transcontinental Fliers,' have, with the aid of the press, succeeded in doing me the most serious injustice I have ever undergone, and have done to the transcontinental fliers of the race and to the Air Service as a whole an even more serious injustice.

"Lie Against Colleagues"

"Such statements that a large number of casualties in the race were caused by flying with hangovers and being drunk are absolutely false and without foundation, and were manipulated to create a sensation. The very fact that I was fortunate, by intervention of good weather in my favor, to be constantly a few miles ahead of the rest of the fliers, is evidence in itself that I could not have based my opinion on the effect of alcohol on flying from my observation of fliers in the race. Indeed, several of those killed were total abstainers.

"The juggling of my statement has transformed it into a lie against my colleagues in the race, which impression I certainly won't allow to stand without an emphatic and complete denial on my part. Let my statement be now clear and not twisted to meet the demands of those who hunger for scandal and sensation.

"I said and I still say that many accidents in aviation are caused by overuse of intoxicants. Aviation is a game where a false and means disaster, and in any such vocation that participant needs the full use of an active brain—not deadened, and weakened by the effect of liquor.

"Such an affected brain and the corresponding reaction on the nervous system add an unnecessary fatal hazard to the already natural and necessary hazard of flying itself.

Sorry for False Impression
"The action of the publicity agents of the Anti-Saloon League, or the press, or whatever it was, in so juggling this

true statement of fact to meet the demands of sensation in making it appear that my conclusions were based entirely upon my observations during the race, has created this most false and unjust impression, of which I am in no way a party, and for which I am truly sorry.

"I only hope that this true statement of my ideas receives the same consideration and publicity that was afforded the false one."

William H. Anderson, New York superintendent of the Anti-Saloon League, could not be reached at the hour this morning at which Lieutenant Maynard's statement became available. Several days ago, however, when it was prematurely reported that Maynard had repudiated his original statement, The Tribune telegraphed Mr. Anderson, then in Elmira, N. Y., and received the following reply:

"I have nothing to say beyond the fact that we received a written statement from Lieutenant Maynard in response to our request for a statement as to the facts. We gave out his statement in full as we received it. We still have the original statement."

Ships Delayed by Gales

Steady westerly gales prevailing upon the Atlantic for the last five days have retarded the speed of westbound vessels due at this port.

The Rotterdam, of the Holland-America Line, from Rotterdam, which was due to arrive yesterday, will not dock before to-morrow morning. She was reported 570 miles east of Sandy Hook at noon on Monday.

The White Star liner Baltic, from Liverpool, also due yesterday, will not dock before to-morrow, according to radio messages.

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Girl in Hysterics at Cellar Fire in Wall St.

Blaze Gives Financial District Sensation Akin to Market Break

Fire in the cellar of a seven-story building at 89 Wall Street yesterday morning afforded the financial district more excitement than it has experienced since the last break in the stock market.

Owen Conlin, superintendent of the building, which is occupied by fifty brokers, discovered the blaze when he went into the cellar to change his clothes. He turned in an alarm from Wall and Pearl streets, but nearly every office in the building was smoke-filled before fire apparatus reached the scene.

Miss Katherine Daley, a telephone operator for H. P. Michaelis, became hysterical and was rescued, almost overcome by smoke, in a hallway by A. F. O'Connor, chauffeur for Battalion Chief Walsh. She was attended by a physician and sent to her home in White Plains in a taxicab.

The firemen encountered much difficulty in fighting the flames because of the nearly inaccessible place of their origin, and because of the throng of curious brokers who pressed within the lines. The amount of the damage was not estimated.

Death Menaces Vienna, Mayor Says in Appeal

BOSTON, Dec. 16.—Mayor Peters received a request from Mayor Jacob Reumann of Vienna, Austria, to-day for a loan with which to buy foodstuffs, raw material and coal, but was forced to decline, as the city has no power to make a loan of such character. In his appeal for assistance Mayor Reumann said:

"Vienna is on the eve of starvation and death from cold. Hands are idle and factories are at a standstill. Simultaneously, Austrian money has lost all purchasing power abroad. The bread and flour ration has had to be

reduced again, and the meat ration of one-fifth of a pound a week cannot be distributed. No milk can be supplied to the children and the sick.

"In the hospitals new-born babies are dying of the cold. Up to now the people of Vienna have borne all this misery with wonderful patience. What threatens them now is beyond human endurance."

Finery Carried by Plane

Exhibit and Millinery Premiere Arrive at Havana

Word was received here yesterday that Mme. Germaine Madeleine, millinery premiere of the Coin de Paris, of the John Wanamaker store, had reached Havana, via airplane from Palm Beach, with a cargo of women's hats, wraps and suits, which will form part of the firm's exhibit in the hall room of the Centro Gallego in the Cuban capital.

The voyage was made in an HS-2L, a Curtiss airplane, equipped with a Liberty motor, and piloted by David McCulloch, who drove the NC-3 from Newfoundland to the Azores. The time from Palm Beach to Havana was three hours and fifty minutes.

The trip was arranged by the America Trans-Oceanic Company, which now has three large and two small airplanes in the commercial and passenger service to Cuba and other West Indian points.

Daniels' Candidate Wins

Hoey Elected to Congress From North Carolina

Special Correspondence.
CHARLOTTE, N. C., Dec. 16.—Indications here late to-night were that Clyde R. Hoey, Democratic candidate for Congress from the Ninth North Carolina district, had defeated John M. Morehead, Republican, by a majority of approximately 2,000 votes. It is estimated that 30,000 votes were cast. Hoey got his majority in the two big Democratic counties of the district, Mecklenburg and Cleveland. Hoey carried his home county, Cleveland, by 1,911 votes, and Mecklenburg by 2,163.

Morehead admits his defeat by 1,300. The Democratic majority is expected to be approximately 2,000 under its normal figure, which is 4,000, with the Republicans pulling one of the largest votes ever cast in a Congressional race in the district. Democrats of national prominence, including Secretary of the Navy Daniels and Senator Gilbert M. Hitchcock, spoke in the district in behalf of Hoey.

Liberals to Have 1920 Ticket

ST. LOUIS, Dec. 16.—There will be a third party in the field in the Presidential election of 1920, as a result of a meeting of the Conference of Liberals in this city this month.

This announcement was made here to-day by J. H. Hopkins, of New York, chairman of the executive committee of the Conference of Liberals.



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Collective Bargaining Right Asked for Women Workers

WASHINGTON, Dec. 16.—Recognition of the right of collective bargaining for women employed in industry is recommended by the Women's Bureau of the Department of Labor in its first annual report issued to-day.

"The genuine cooperation essential to production," the report says, "can be secured only if definite channels of communication between employers and groups of their workers are established."

Secretary Glass Will Give Up Office Jan. 1 for Senate Seat

WASHINGTON, Dec. 16.—Secretary Glass said to-day he would give up his office as Secretary of the Treasury on January 1. He will take his seat in the Senate as successor to the late Senator Martin, of Virginia, immediately upon the reconvening of Congress after the Christmas recess.



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